The Preserve

Newsletter of the Council of Motor Clubs
The Vital Link for Motoring Clubs

Next Meeting (AGM)
7:30 pm Tuesday
28th March 2017
Arena Sports Club
140 Rookwood Road, Yagoona





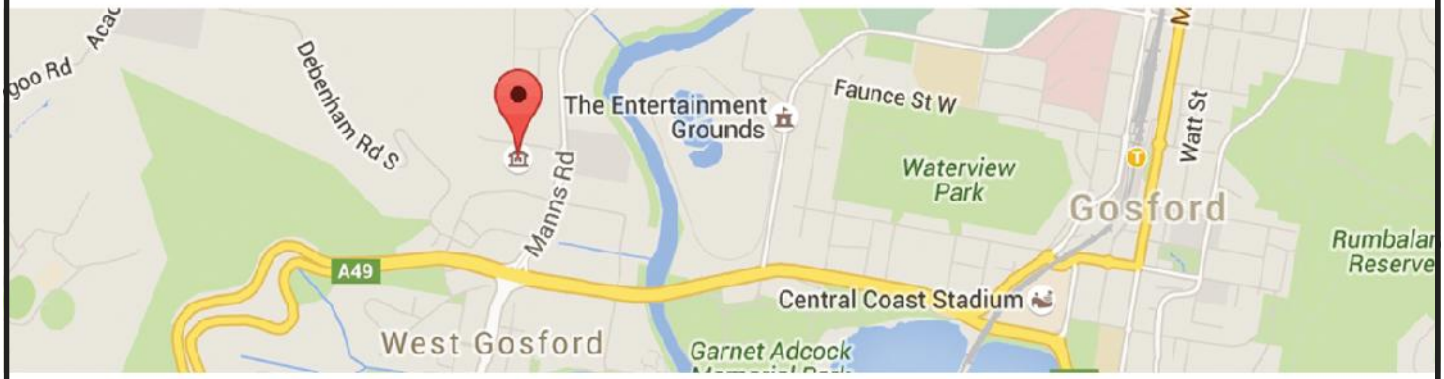
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Join us on:

President's Report



The CVS is running along well with 190 applications processed at the time of writing.

As expected we have encountered a few teething problems which are being sorted with the help of the RMS and the feedback we have received from various applicants and clubs. All things considered, it's going well.

We must reiterate the message that you need to ensure that your club is financial with the CMC before CVS applications from your club can be processed. We received an application a couple of weeks ago from a member of a CMC club that wasn't financial with the CMC. The application was held up for a couple of weeks while it was sorted out. If the applicant's Blue Slip (which is valid for 42 days only) had run out in that time it would have meant an added expense to the member.

The HCRS has (the usual and well known) set of rules whereby your club needs to be registered with the RMS to take part in the scheme. This is not the case with the CVS. To take part in the CVS your club needs to be affiliated, and financial, with one of the organisations which make up the ACMC.

So far we have encountered no major issues with the Log Book Trial and we are confident that when the trial period expires in October 2017 the Log Book will remain part of the HCRS and the CVS. Please stick with the intent of the trial and use your vehicle wisely. No driving it to work on a regular basis please.

At a recent Teleconference with the AHMF there was a discussion regarding a National Rally, which is planned for 2020, to Albury Wodonga from all over Australia. Each state body has been asked to get involved. An event like this takes a lot of planning and a great deal of time so, if you think your club is interested in taking part please let us know as soon as you can. Stop-overs on the rally may well include various towns throughout Queensland and NSW so, it's something where our rural-based, as well as Sydney clubs, could play a big role. We will forward information on the National Rally as it comes to hand.

It may well seem like we are nagging but, please do what you can to encourage you club members to volunteer their services for the Shannons Sydney Classic. If we don't start recruiting more volunteers it won't be too many years before the event falls over or we have to pay someone to run it for us and that will, of course, bump up the entry fee, considerably.

We will be stepping up the planning for the SSC in the next couple of weeks and we need to know of any club or marque anniversaries your club might wish to celebrate at the SSC.

The criteria for celebrations are set out on the following page.

To recap, please make sure your club is financial. If you are still unfinancial at 31st March your club will not be eligible to purchase SSC tickets**. The cut-off date for tickets is 30th June and this year this date will be strictly adhered to.** Last minute requests for tickets in the past have slowed down the progress of the final preparations and having to re-produce the map creates one BIG headache for our Master of Allocations, Tony De Luca. So please, a little consideration for your hard-working Committee. We look forward to another successful event in 2017.

Terry Thompson, OAM, President

Our next meeting
7:30 pm
28th March 2017
Arena Sports Club,
140 Rookwood Road, Yagoona.



Meetings commence at 7:30 pm sharp,
with a social dinner from around 6pm.
Delegates please advise the Secretary at cmcsec@bigpond.com
if you are unable to attend a meeting.
You may send a substitute delegate from your club if you need to.
Again, please advise the Secretary at the above email address.

Your 2017 Committee

Executive Committee

Terry Thompson OAM
President
VSWG & RSAC & Govt Liaison

Tony De Luca
Vice President & SSC

Kay De Luca
Treasurer & SSC

Julie Williams JP
Secretary General , SSC & Magazine Editor

General Committee

Lester Gough
Membership Secretary

Tony O'Donnell
ACMC / Vehicle Standards & Govt Liaison

John Lindsay
Vehicle Standards & Govt Liaison

Ian Andersen
Website Manager

Terry Bebbington
Chief Judge

Paul Coggiola
AHMF Delegate / Trophies

Evan Jones
OH&S

Volunteers & Appointees

Ian Shearman
Official Photographer

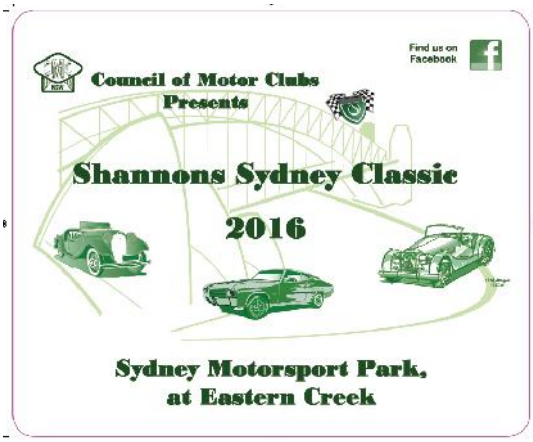
Lynelle Titcume
Events & Tours Coordinator

Phil Cooper
Social Media Liaison

Boyd Symington
SSC Sub-committee

Karen Symington
SSC Sub-committee

CMC Merchandise For Sale
Proceeds go to Prostate Cancer Research



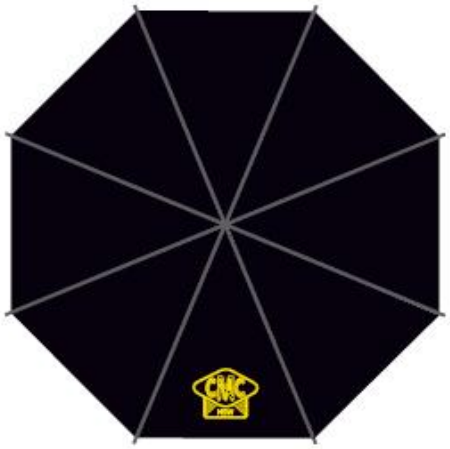
DVD 2016 Shannons Classic $25

Limited Edition
Computer Mouse Pads $8.00



Boot Tidies $20





Umbrellas $25

Criteria for Celebrating Club or Marque Anniversaries

<u>If your club or marque is celebrating an anniversary this year please let us know ASAP by emailing the Secretary, Julie Williams at: hollymist@bigpond.com</u>

- Celebrations should recognise anniversaries of Clubs:
- 5 years for first time anniversary, then in 10-year intervals. i.e. 10, 20, 30 etc.
- Major motoring events and vehicle models in time intervals of 10 years or multiples thereof.
- Celebration of an event should only be for major milestones such as:
  - 1st Australian GP
  - 1st Redex trial or Round Australia Trial
  - Opening of 1st Holden body works
  - 1st Sydney to Melbourne journey by car
- Vehicle model anniversaries to include:-
  - Release of a new model name (excluding a series No. Such as ”XJ6 series 3”, “First Mustang but not the fourth version”)
  - Release of a model upgrade which includes a significant body remodelling or design (Spitfire 4 or MGB GT may qualify)
  - Release of a significant and innovative technological upgrade (Skyline GTR would qualify as distinct from early variations to the original Datsun Skyline)
  - Release of a model variation which had a major impact on Australian motoring events or history (Ford Falcon GT, Pontiac GTO instead or Mini Cooper S would fall under this category).

Important Notices

There are a few things I'd like to remind you about this month:

Firstly; don't forget we need more volunteers to run the SSC event. It is growing each year and the need for more helpers has grown right along with it. So, please think about lending a hand. If we have to bring in outside professionals to help run the event the cost of entry will have to rise.

Secondly; we had a record number of entries in the Concours last year. Let's keep the momentum going and see if we can break that record this year. We will make sure you get details of how to enter you vehicles in the event a bit closer to the date. And remember, originality counts for a major portion of the points so, we don't need pristine so much as well-kept and original. **Concours entries will close on Friday 21st July this year to allow for window stickers to reach entrants in plenty of time.**

Thirdly; the 'Come Ride With Us' promotion has proven a huge success over the last couple of years which means we will definitely run it again this year. So, have a think about taking some lucky people for a ride around the track in your pride-and-joy. There will be more details closer to the event.

And lastly; if you marque or club is celebrating a significant anniversary this year, we want to know all about it and it will be featured in the SSC programme. 50 years and over anniversaries will get a full page (about 800 words and 2 or 3 photos). Below 50 years will have a half page (about 400 words) plus photos. But, you need to let us know about the anniversary and I will need articles no later than 30th June.



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It's Your Magazine !

I would love some stories from either your club or, even better, from you. There must be a million restoration stories or stories about great trips or better still, really funny incidents that your fellow 'classic' tragics would love to read.

So, try and put pen to paper or ….hang on, no, no that's not right……..shoot me an email would be better, tack on some photos and I'll put your story out there. Here's a chance for your 15 minutes of fame people. Grab it with both hands.

I sound really stressed, don't I? Just think, by sending me a story you'll be doing your bit for mankind and saving me the cost of stress management classes. So, how about it? ***Jules***

Just when you thought you'd seen everything .....







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The Forum on HCRS & CVS

The Forum took place at the Arena Sports Club in Yagoona at 1pm on Saturday 21st January. As you can see from the photos below we had a great turnout with around 160 people attending on the day.

The discussion was lively and very informative. Many questions were put to the panel on both forms of conditional registration and I'm certain that a lot of myths and misconceptions were dispelled.

Questions and topics of discussion from the floor brought to light issues that needed to be referred to the RMS and other like bodies whose policies and regulations affect our movement.

There are 9 ages of notes from the Forum on the CMC website. Just follow the link below:

http://www.councilofmotorclubs.org.au/images/ACMC/HCRS-CVS-Forum-21:01:17.pdf

Classic Vehicle Scheme meeting well attended……

Many CMC affiliated classic car clubs attended the new Classic Vehicle Scheme (CVS) meeting hosted by the ACMC at the Greyhound Social Club at Yagoona on January 21.

More than 160 car enthusiasts gathered to hear the latest on the Historic Vehicle Scheme log book trial and the newly introduced regulations for the CVS for modified vehicles which are 30 years or older.

After a very comprehensive description of the process for registering vehicles on the new CVS scheme provided by meeting chairman, Terry Thompson OAM, the floor was thrown open to questions.

Much of the questions centred on eligibility for the new scheme especially the certification process for registering classic vehicles with significant modifications. There was also discussion about changing regulations over the years in relation to converted Left Hand Drive vehicles.

Cars which stay within the Vehicle Safety Information (VSI-6) document - jointly developed by the RMS and Vehicle Safety Standards Committee thanks largely to the efforts and input of the ACMC - may self-certify if their modifications stay within the guidelines.



Those that have had more significant changes to their vehicles must be certified by an authorised Vehicle Safety Compliance Certificate Scheme (VSCCS) certifier (engineer).

It is important to note that cars on the existing Historic Plate scheme can remain so at the discretion of individual clubs - provided they are in substantially in original condition with only period accessories and options allowed.

Report and photos courtesy of David Petrikas of the Sunbeam Club



Old Sydney Town - Mosman



Mosman Bay Wharf C1904

Taronga Zoo 1916



Spit Junction C 1908



Ellamatta" (now Mosman Private Hospital) was purchased by A H 'Tibby' Yarnold in 1908 as a boarding school for Mosman Church of England Preparatory School.





Sailing at Balmoral Beach

TESTED ON ANIMALS



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Sunbeam caps off successful year....

The Sunbeam Owner's Club of NSW capped off a very successful year with its annual Christmas party held at Mooney Mooney Club on the Hawkesbury River.

President, David Petrikas was very honoured to receive the Club Participation Award - based in large part to his efforts in helping organise the 40th National Sunbeam Rally, which the club hosted at Forbes in June.

Members earn points by driving their Sunbeam cars to club events, attending club meetings and providing newsletter articles and photos for the club's newsletter.

The Sunbeam Owners club is looking forward to another great year of events organised by Roy Segrott, together with attending the 41st Sunbeam National meeting to be hosted by the Sunbeam Car Club of Victoria in Geelong over the June long weekend.

The 2017 year kicked off with members participating in Australia Day displays at CARnivale and Dee Why, followed by a run to the Highlands Steam and Vintage Festival in Oberon on February 10 and 11.











Four Young Blokes & a DOG

It was Easter 1970. A mate of mine, Stuart, and his cousin Dennis, were going to Uralla to visit Dennis' parents; and I and another mate, Noel, had been invited to come along. That sounded exciting, as I'd never been further north than Sydney, so I gladly accepted.

Stuart, Noel and I were good mates and often went on day-trips together. Stuart always drove, using his father's Falcon. He was a good and safe driver, and I would've been confident of going anywhere with him. The Falcon would've been an ideal car for the trip too; so all was looking good. But then, for some reason, the Falcon suddenly wasn't available for the weekend. From what I recall, the suggested Plan-B was for Dennis to do the driving. I didn't know Dennis very well, and had never been in a car with him, so I was apprehensive; plus there was some doubt as to the condition and suitability of his car. So I volunteered – insisted almost! – that I do the driving.

Uralla is a little town about 25km south of Armidale. That made it a trip of over 600km from my place near Wollongong. My Morris Major Elite was going to be pretty packed with four young blokes and their luggage, but I was confident it'd do the job okay. The plan was to drive up after work on Thursday night, spend Friday to Sunday there, and return on Monday.

Thursday arrived and we all met at Stuart's at around 6pm. That's when I found out we had another passenger: Dennis was taking a puppy to give to his relatives. I was not happy! I didn't like the idea of a dog being in my car at all, let alone on a big trip like this. I wanted to say, "It's my car, and you're not putting a dog in it for 600km!" But that would've made a very unpleasant start to our weekend together. Dennis assured me that he would take good care of the pup and make sure it didn't soil the upholstery, so I reluctantly agreed to him bringing it with us.

So, having filled the boot with luggage, the four young blokes, and the dog, piled into the Morris, and off we went. Dennis put the puppy in a big open-top cardboard box, with lots of newspaper lining the bottom, which he nursed on his lap the whole way. He sat in the back, with Noel beside him. Stuart had done the trip before so he sat in the front and navigated.

We went through Richmond, along the Putty Road, through Singleton and up the New England Highway. Almost all of it in the dark, of course. Stuart warned me about the dangers of the Putty Road. When I drove it that night it seemed like a long, winding, mostly deserted road through bush. I remember the lights of Singleton being a welcome return to civilisation.

I may have agreed to the dog coming with us, but that didn't mean I was going to let it affect my intended itinerary for the trip. I should've stopped more often to let the dog go outside, but as long as the cardboard box caught whatever waste products the dog excreted, I didn't care: I just kept driving!

Occasionally Dennis *(who I now realise must have had the patience of a saint!)* would pick the puppy up to give it a break from the soiled cardboard box, and I remember at one point he groaned loudly and said, "Yuk! He just wet all down the front of my shirt!" But I still didn't stop: I was just pleased it hadn't wet the seats!

When we arrived in Singleton we did stop. I was feeling pretty tired by then, so we stopped at a servo to refresh ourselves, refuel the car and let the puppy have a run around. I remember Stuart giving me a *(well-deserved!)* talking-to about being more considerate of the puppy, and of Dennis. And indeed of Noel, who was sitting right beside it all and had complained on a couple of occasions about the smell!

Having taken on some refreshments, and given the puppy some exercise, we piled back into the car and headed off into the darkness. Only another 290km to go! Musswellbrook and Tamworth were other points of civilisation during the darkness of the journey.

I don't remember what time we arrived, but it was well into the early hours of the morning. And during the whole trip I only fell asleep once! I remember it well: it was on a gentle left-hand bend, and I awoke to find the car running across double lines onto the wrong side of the road. "What are you doing over there?" Stuart demanded as I steered the car back onto the correct side. "Just dodging a pot-hole" I said. "I didn't see a pot-hole," he challenged. "Yeah, I saw something so was just steering around it," I lied. I'm sure he knew what had happened. No more sleeping after that – for him either, probably!

We didn't get a lot of sleep while we were there either. The house where we stayed was located near the bottom of a steep hill leading out of town, and any sleeping was to be done to the soundtrack of big trucks revving hard and changing down through the gears as they climbed the hill. I don't remember much about the people we stayed with, other than they were a typical country family – warm and friendly, and very welcoming to their four young guests. I remember a lot of fun and laughing. And the dog was happy in its new home.

On Saturday we drove to Armidale. It was a big town, and interesting to look around. Here is a photo I took of the main street.

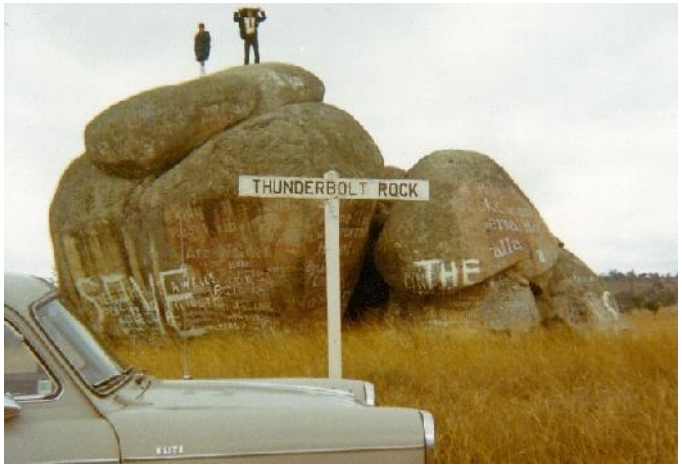


Four Young Blokes & a Dog
(cont'd)

I remember taking the car to a servo to get some minor thing checked or fixed. I can't remember what it was, but I do remember the car idling a bit rough and the mechanic saying he'd adjust it for me. I told him not to. I didn't trust him, and said I didn't want him upsetting its open-road performance. "It's only an idling mixture, it doesn't affect it on the road" he *(correctly!)* explained, but I insisted he leave it alone. Now, just to add to the embarrassment of this story, of the four of us I was the "car-bloke" – the one who was supposed to know stuff about cars! But even my supposedly less-mechanically-minded companions suggested the mechanic was right and I was just being silly. for that one though – there weren't any mates with me; and no dog!

Back at Uralla, having thought more about it, I realised they were right. So when the others weren't around, I got a screwdriver and did what the mechanic had kindly offered to do.

The trip back on the Monday was much more interesting as it was in daylight. Stuart pointed out "Thunderbolt's Rock" – a large rock on the side of the highway just out of town, which was said to have been used as a lookout point by the bushranger Captain Thunderbolt. So we stopped and I took photos, and Noel and Dennis climbed



to the top.

On the way up I'd been chided for not stopping enough; on the way back I got complaints for stopping too often! The stops were to take photos. Scenic lookouts were understandable, but my friends couldn't understand why I wanted to stop and take a photo of a radio station! But 2TM at Tamworth was significant to me because it was the origin of some country music programmes I used to listen to. (That's the main street of Tamworth above).

That was my first big trip away, and I did enjoy it. It must have been inspiring because later that year I drove to Melbourne and Adelaide. I was on my own for that one though – there weren't any mates with me; and no dog!

Story & Photos: Elwyn Jordan

My MGA .....

A few months after I'd received my driver's license, in 1965, my parents surprised me with a '57 MGA. To a sixteen-year-old girl, this was perfect car in every way, from its wire wheels up to its convertible top. I wanted it painted canary yellow with a black interior, so paint it we did. I also added a luggage rack and chrome gearshift knob. My boyfriend, at the time, also had a 1958 MGA; one of our favorite occupations at that time was sneering at all the passing TRs, while we waved "hello" to all the other MGs. We were kept busy, as there were many of both on the road in those days.

In the early '70s. I parked the MG in my parent's backyard when I got a larger, safer car to use for travel. There it set on blocks, winter and summer, for twelve years. During those years, occasionally people would stop and try to buy the car to "take it off our hands." But I always knew that someday we would get her running again, and last year, 1983, we did.

Getting any car running that has set for twelve years outside would be a challenge. And this one was no exception. One thing in our favor was that we already had a rebuilt engine in it with low mileage. But it needed a lot of work and parts replaced.

Just driving the car from my parents' to our garage was a bit of a problem. The original black plastic steering wheel had disintegrated to a thin, flexible metal rim; it had to be wrapped firmly before we could steer with it. After taping the wheel and getting the engine sputtering along, we started out on our ten-mile trek, my husband driving the MG first, myself in another car and my Dad bringing up the rear, packing a hefty tool chest in case the car broke down. But we got it to our garage.

As would be expected, the car looked in sad shape. Rust had pitted the rocker panels, and all the small scratches and dents were rusting. The trunk's interior was solid rust. But we plunged in anyway and sanded, applied rust remover, metal conditioner, body putty and, finally, gray primer. She was ready to paint. We painted the car its original aqua blue, which the British call "Glacier Blue"; I call it "Bahama Blue", because the MG loves warm weather.

My MG is a pet, just like our small poodle. It isn't meant for long trips, nor expressways, but just for fun away from the crowds.

From Moss Motoring 1984

Submitted by Judy Rohlfing Tulsa, OK



The Story of the Red Zed



(This is a true story - only the neurones have been changed to protect the brain)

Having reached the middle age crisis plateau - I thought it may be time to unleash my passions and anxieties regarding fading hairy-chested manhood - by purchasing a sports car . This is how the saga all began...

With some arm-twisting (probably more mine than the salesman's) I bought a beautiful second hand yellow Nissan 370Z. My son insisted on "breaking it in" . I became alarmed at the kms being added to this low km vehicle. With some animated suggestions he got the hint and purchased a new 370Z for himself. Being family-minded and inclusive I joined the Z Car Club of Sydney with my wife and son . At this stage there were two 370Zs in the family as well as the usual family type cars .

However, at this juncture my daughter pointed out that she was being discriminated against (although owning a very sensible new Hyundai Elantra Premium) she had no sports car and hence couldn't join the "Z" club. This is where the **real** story begins ...

I then joined the bidding war on E Bay and secured a 1990 Nissan 300ZX twin turbo sight unseen - only guided by the low price and the very low kms.

When viewing the car for the first time - it looked a bit sad. Faded red duco that was more pink than red, torn driver's seat, broken foglight, very thin tyres and no registration . The clincher was the flat battery - which meant it couldn't be taken for even a short test drive !

Soldiering on (being committed - after winning the E Bay bid) the car was towed to a workshop to await the surgical skills of the resident automotive genius.

We had a brilliant start - the keys were in the ignition when the door was accidently closed and with its last gasp the battery activated the central locking. The NRMA was then called - "Is the car listed with us?" was the response. "I only bought the bloody car an hour ago!" was my response. "Sorry we will have to charge you a call out fee!" "Can't I just join now?" I enquired weakly. "Certainly" was the response "But you will still have to pay the call out fee!".

Some hundreds of dollars lighter, I then found the first bright spot of the day - the mechanic was also a part-time spray painter . For a reasonable sum he would perform a partial respray, recharge the battery , replace both foglights (to match) ,check the mechanicals, provide a "blue slip" and polish the rest of the car.

Within a few days , with much anticipation, it was time to pick up the "Zed"

The car had been transformed - gleaming duco that you could see your reflection in (almost).

However , it was running on five cylinders , and having a fair bit of electronic gadgetary I was advised to seek out an auto electrician .Not too bad - $150 to fix one of the injectors.

The shopping list for bringing the 300ZX back to its pristine best involved the following (note it needed a lot of arm twisting and calling in favours to keep the prices within the realms of reality) :

$1200 – for the friendly mechanic to check the car out, spray paint and polish , replace the fog light lenses and do a general tidy up.

$750.00 to trim the seats in leather (arm twisting involved);

$250.00 – new battery; $750.00 - four new high performance tyres (more arm twisting); $1,000.00 for a DVD/CD/radio/ reverse camera (pop out screen) and installation.

(My daughter refused to drive it without a reverse camera and a competent music system – the original system was a bit Lo Fi)

$ 10.00 for twin cup holders (E Bay); $120.00 to replace the driver's side electric window switch and console.

My son , in reviewing the rejuvenated vehicle, then suggested that the car was not powerful enough.

I pointed out that the car was actually 221kws (although Nissan stated 208kws due to a surcharge in Japan on powerful engines).

"What the hell !" - I then took it to Autotech Engineering who devised a "cunning plan" to extract the goodness from the engine.

To my surprise , by fitting a performance chip and turning the boost on the turbos up to 12- 13psi - the 300ZX now developed an extra 70kws (100hp) at the rear wheels through its quad three inch exhausts !

It then became paramount not to give the car "full-bore" from start up - to avoid looking like a "mug lair" as you fishtailed your way up the highway. The 300ZX twin turbo should now crack 5.0 seconds from 0-100kms/hr with the added torque available.

The 300ZX TT I feel will become a classic with its advanced engine ,sleek modern styling, four wheel steering and high tech suspension - they are cheap to buy now - but that won't last.

Anyway , that is the story of this particular Z32 TT - thank you for reading.

Raymond G

Footnote : The "Red Zed" was awarded third place in the Best Car of the Show at Gannons in 2016.







Classic Eye Candy 'Bikes

BMW
The 1934 BMW 'R7' prototype is one of the most talked-about and best-loved motorcycles of the 1930s, yet it never left the factory, and was known only through a single, mysterious photo for over 70 years. The life story of this graceful machine is an untold tale of aesthetic movements, internal factory politics, and harsh commercial realities, in which this lovely motorcycle remained a ghostly 'might have been'



1953 Vincent Black Shadow



1952 Canterbury BSA Gold Flash



Royal Enfield



1928 Motosacoche Model 310 350cc 1 cyl ohv



FORTHCOMING AUCTION



1921 Rolls-Royce Silver Ghost Short Chassis number 25JG bodied by Bradbury of Sydney. Estimate range: AU$320,000–350,000

Collectors' Cars & Motorcycles

Auction: Melbourne, Sunday 30 April 2017

This auction also features the historically significant 1948 HRG Bristol Prototype historic 2-litre sports racing car. Estimate range AU$95,000-125,000

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AUCTIONS

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A crocodile cannot stick out its tongue.

A dragonfly has a life span of 24 hours.

A goldfish has a memory span of three seconds.

{ I know a lot of people like that}

A "jiffy" is an actual unit of time for 1/100th of a second.

A shark is the only fish that can blink with both eyes.

A snail can sleep for three years.

Al Capone's business card said he was a used furniture dealer.

All 50 states are listed across the top of the Lincoln Memorial on the back of the $5 bill.

Almonds are a member of the peach family.

An ostrich's eye is bigger than its brain. {I know people like that too.}

Babies are born without kneecaps. They don't appear until the child reaches 2 to 6 years of age!

Butterflies taste with their feet.

Cats have over one hundred vocal sounds.

Dogs only have about 10.

"Dreamt" is the only English word that ends in the letters "mt".

February 1865 is the only month in recorded history not to have a full moon.

In the last 4,000 years, no new animals have been domesticated.

If the population of China walked past you in single file, the line would never end because of the rate of reproduction.

If you are an average American, in your whole life you will spend an average of 6 months waiting at red lights.

It's impossible to sneeze with your eyes open.

Leonardo DaVinci invented scissors.

Maine is the only state whose name is just one syllable.

No word in the English language rhymes with month, orange, silver, or purple.

Our eyes are always the same size from birth, but our nose and ears never stop growing.

Peanuts are one of the ingredients of dynamite .

Rubber bands last longer when refrigerated.

"Stewardesses" is the longest word typed with only the left hand and "lollipop" with your right.

The average person's left hand does 56% of the typing.

The cruise liner, QE2, moves only six inches for each gallon of diesel that it burns.

The microwave was invented after a researcher walked by a radar tube and a chocolate bar melted in his pocket.

The sentence: "The quick brown fox jumps over the lazy dog" uses every letter of the alphabet.

The winter of 1932 was so cold that Niagara Falls froze completely solid.

The words 'racecar,' 'kayak' and 'level' are the same whether they are read left to right or right to left (palindromes).

There are 293 ways to make change for a dollar.

There are more chickens than people in the world.

There are only four words in the English language which end in "dous": tremendous, horrendous, stupendous, and hazardous

There are two words in the English language that have all five vowels in order: "abstemious" and "facetious."

There's no Betty Rubble in the Flintstones Chewables Vitamins.

Tigers have striped skin, not just striped fur.

TYPEWRITER is the longest word that can be made using the letters only on one row of the keyboard.

Winston Churchill was born in a ladies' room during a dance.

Women blink nearly twice as much as men.

Your stomach has to produce a new layer of mucus every two weeks; otherwise it will digest itself.

Now you know everything...

Beautiful Australia
Sapphire Coast

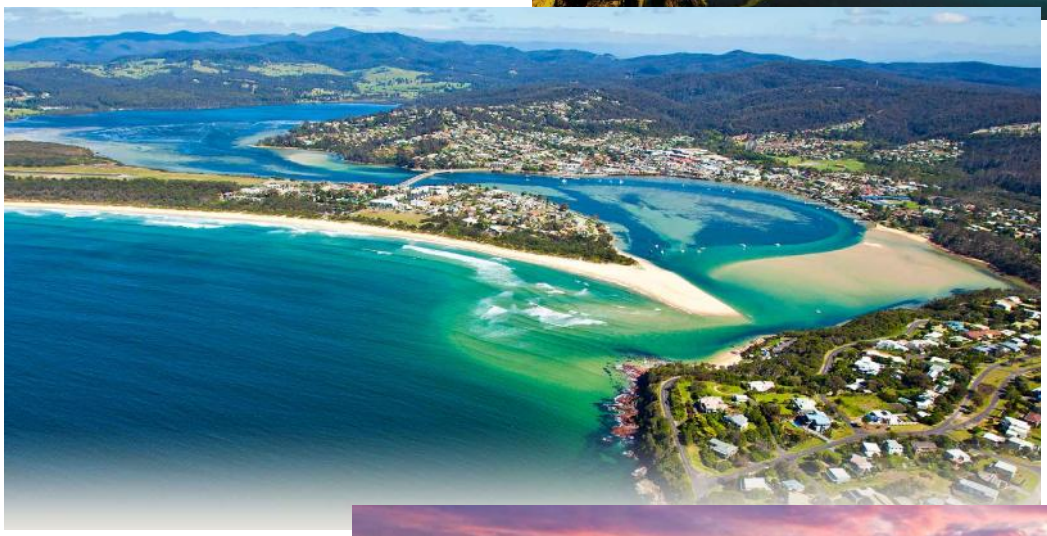


Camel Rock, Bermagui

Wallaga Lake, Bermagui



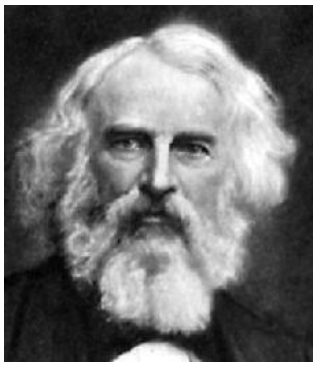
Merimbula





Twofold Bay

Poets Corner
Henry Wadsworth Longfellow



Henry Wadsworth Longfellow was born in Portland, Maine—then still part of Massachusetts—on February 27, 1807, the second son in a family of eight children. His mother, Zilpah Wadsworth, was the daughter of a Revolutionary War hero. His father, Stephen Longfellow, was a prominent Portland lawyer and later a member of Congress.

Henry was a dreamy boy who loved to read. He heard sailors speaking Spanish, French and German in the Portland streets and liked stories set in foreign places: *The Arabian Nights, Robinson Crusoe*, and the plays of Shakespeare.

After graduating from Bowdoin College, Longfellow studied modern languages in Europe for three years, then returned to Bowdoin to teach them. In 1831 he married Mary Storer Potter of Portland, a former classmate, and soon published his first book, a description of his travels called *Outre Mer* ("Overseas"). But in November 1835, during a second trip to Europe, Longfellow's life was shaken when his wife died during a miscarriage. The young teacher spent a grief-stricken year in Germany and Switzerland.

Longfellow took a position at Harvard in 1836. Three years later, at the age of thirty-two, he published his first collection of poems, *Voices of the Night,* followed in 1841 by *Ballads and Other Poems*. Many of these poems ("A Psalm of Life," for example) showed people triumphing over adversity, and in a struggling young nation that theme was inspiring. Both books were very popular, but Longfellow's growing duties as a professor left him little time to write more. In addition, Frances Appleton, a young woman from Boston, had refused his proposal of marriage.

Frances finally accepted his proposal the following spring, ushering in the happiest eighteen years of Longfellow's life. The couple had six children, five of whom lived to adulthood, and the marriage gave him new confidence. In 1847, he published *Evangeline,* a book-length poem about what would now be called "ethnic cleansing." The poem takes place as the British drive the French from Nova Scotia, and two lovers are parted, only to find each other years later when the man is about to die.

In 1854, Longfellow decided to quit teaching to devote all his time to poetry. He published *Hiawatha,* a long poem about Native American life, and *The Courtship of Miles Standish and Other Poems*. Both books were immensely successful, but Longfellow was now preoccupied with national events. With the country moving toward civil war, he wrote "Paul Revere's Ride" a call for courage in the coming conflict.

A few months after the war began in 1861, Frances Longfellow was sealing an envelope with wax when her dress caught fire. Despite her husband's desperate attempts to save her, she died the next day. Profoundly saddened, Longfellow published nothing for the next two years. He found comfort in his family and in reading Dante's *Divine Comedy*. (Later, he produced its first American translation.) *Tales of a Wayside Inn,* largely written before his wife's death, was published in 1863.

When the Civil War ended in 1865, the poet was fifty-eight. His most important work was finished, but his fame kept growing. In London alone, twenty-four different companies were publishing his work. His poems were popular throughout the English-speaking world, and they were widely translated, making him the most famous American of his day. His admirers included Abraham Lincoln, Charles Dickens, and Charles Beaudelaire.

From 1866 to 1880, Longfellow published seven more books of poetry, and his seventy-fifth birthday in 1882 was celebrated across the country. But his health was failing, and he died the following month, on March 24. When Walt Whitman heard of the poet's death, he wrote that, while Longfellow's work "brings nothing offensive or new, does not deal hard blows," he was the sort of bard most needed in a materialistic age: "He comes as the poet of melancholy, courtesy, deference—poet of all sympathetic gentleness—and universal poet of women and young people. I should have to think long if I were ask'd to name the man who has done more and in more valuable directions, for America."

The Day Is Done

Henry Wadsworth Longfellow

The day is done, and the darkness
Falls from the wings of Night,
As a feather is wafted downward
From an eagle in his flight.

I see the lights of the village
Gleam through the rain and the mist,
And a feeling of sadness comes o'er me,
That my soul cannot resist:

A feeling of sadness and longing,
That is not akin to pain,
And resembles sorrow only
As the mist resembles the rain.

Come, read to me some poem,
Some simple and heartfelt lay,
That shall soothe this restless feeling,
And banish the thoughts of day.

Not from the grand old masters,
Not from the bards sublime,
Whose distant footsteps echo
Through the corridors of Time.

For, like strains of martial music,
Their mighty thoughts suggest
Life's endless toil and endeavor;
And to-night I long for rest.

Read from some humbler poet,
Whose songs gushed from his heart,
As showers from the clouds of summer,
Or tears from the eyelids start;

Who, through long days of labor,
And nights devoid of ease,
Still heard in his soul the music
Of wonderful melodies.

Such songs have power to quiet
The restless pulse of care,
And come like the benediction
That follows after prayer.

Then read from the treasured volume
The poem of thy choice,
And lend to the rhyme of the poet
The beauty of thy voice.

And the night shall be filled with music
And the cares that infest the day,
Shall fold their tents, like the Arabs,
And as silently steal away.

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2 **WAX**
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AN EASY-TO-APPLY PREMIUM FORMULA THAT LEAVES A LONG-LASTING, HIGH-GLOSS FINISH.
USE AS AND WHEN REQUIRED

3 **WASH & WAX**
CÖDE WASH & SEAL WITH CARNAUBA WAX
USE REGULARLY TO KEEP YOUR CAR PROTECTED YEAR-ROUND AND LOOKING ITS BEST.
USE AS MAINTENANCE AS REQUIRED



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Just for laughs.....





The Satnav –

I have a little Satnav, it sits there in my car
A Satnav is a driver's friend it tells you where you are.
I have a little Satnav, I've had it all my life
It's better than the normal ones, my Satnav is my wife.
It gives me full instructions, especially how to drive
"It's sixty miles an hour", it says, "You're doing sixty five".
It tells me when to stop and start, and when to use the brake
And tells me that it's never ever, safe to overtake.
It tells me when a light is red, and when it goes to green
It seems to know instinctively, just when to intervene.
It lists the vehicles just in front, and all those to the rear
And taking this into account, it specifies my gear.
I'm sure no other driver, has so helpful a device
For when we leave and lock the car, it still gives its advice.
It fills me up with counselling, each journey's pretty fraught
So why don't I exchange it, and get a quieter sort?
Ah well, you see, it cleans the house, makes sure I'm properly fed
It washes all my shirts and things, and keeps me warm in bed!
Despite all these advantages, and my tendency to scoff,
I only wish that now and then, I could turn the bugger off.

PILOT'S FLIGHT ANNOUNCEMENT

Shortly after a British Airways flight had reached its cruising altitude, the captain announced:
"Ladies and Gentlemen, this is your captain. Welcome to Flight 293, non-stop from London Heathrow to New York .
The weather ahead is good, so we should have a smooth uneventful flight.
So, sit back, relax, and.....OH... MY GOD!"
Silence followed.
Some moments later, the captain came back on the intercom.
"Ladies and Gentlemen, I'm sorry if I scared you.
While I was talking to you, a flight attendant accidentally spilled coffee in my lap.
You should see the front of my pants!"
From the back of the plane, an Irish passenger yelled,
"For the luvva Jaysus, you should see the back of mine."

Golf Tragic……..

Ed and Carolyn met while on a singles cruise and Ed fell head over heels for her.

When they discovered they lived in the same city only a few miles apart Ed was ecstatic. He immediately started asking her out when they got home. Within a couple of weeks, Ed had taken Carolyn to dance clubs, restaurants, concerts, movies, and museums. Ed became convinced that Carolyn was indeed his soul mate and true love. Every date seemed better than the last.

On the one-month anniversary of their first dinner on the cruise ship, Ed took Carolyn to a fine restaurant. While having cocktails and waiting for their salad, Ed said, "I guess you can tell I'm very much in love with you I'd like a little serious talk before our relationship continues to the next stage.

So, before I get a box out of my jacket and ask you a life changing question, it's only fair to warn you, I'm a total golf nut. I play golf, I read about golf, I watch golf on TV. In short, I eat, sleep, and breathe golf. If that's going to be a problem for us, you'd better say so now!"

Carolyn took a deep breath and responded, "Ed, that certainly won't be a problem. I love you as you are and I love golf too; but, since we're being totally honest with each other, you need to know that for the last five years I've been a hooker."

Ed said, "I'll bet it's because you're not keeping your wrists straight.....



Safe Driving Tips.....



How to achieve good vision while driving during a heavy downpour.

We are not sure why it is so effective; just try this method when it rains heavily. This method was told by a Police friend who had experienced and confirmed it. It is useful...even when driving at night.

Most motorists would turn on HIGH or FASTEST SPEED of the wipers during heavy downpour, yet the visibility in front of the windshield is still bad.....

In the event you face such a situation, just put on your SUNGLASSES (any model will do) and miracles! All of a sudden, your visibility in front of your windshield is perfectly clear, as if there is no rain.

Make sure you always have a pair of SUNGLASSES in your car. You are not only helping yourself to drive safely with good vision, but also might save your friend's life by giving them this idea..

Try it yourself and share it with your friends!!!! Amazingly, you still see the drops on the windshield, but not the sheet of rain falling. You can see where the rain bounces off the road.

It works to eliminate the "blindness" from passing cars and the "kickup" if you are following a car in the rain.

They ought to teach this little tip in driver's training.. It really does work.

CAR PORTRAITS by Brian Caldersmith

A personal painting is a fitting tribute to the time, money and effort you have invested in your vehicle. Brian's watercolours are in collections around the world and his limited edition prints are sought after. He is the Event Artist for many occasions here and overseas and his work has been auctioned by Christies, Shannons and raffled for major charities.

Contact Brian to discuss how you can have a collectible of your collectible.

Note: *Paintings commissioned as a result of the CMC/Shannons Sydney Classic will be eligible (subject to approval) for inclusion on the cover of next year's event programme.*



briantc@bigpond.com brian-caldersmith.smugmug.com

Council of Motor Clubs

Presents

Thredbo Jazz Festival Tour 2017

Friday 28th April to

Monday 1st May 2017



Come along and have a great time
listening to great Jazz and enjoy the
fantastic scenery of the Snowy Mountains (without the Snow!)

These accommodation options are in the best location for easy access to the Jazz venues and Thredbo Village and Restaurants.

Thredbo Alpine Resort
3 Nights including Breakfast & 2 Jazz passes
$450 per person Twin Share

Alpine Apartments
3 nights 3 bedroom apartment - sleeps 6
$250 per person - 6 share
$270 per person - 5 share
$300 per person - 4 share
$350 per person - 3 share

3 nights 2 bedroom apartment - Sleeps 4
$275 per person - 4 share
$320 per person - 3 share
$400 per person - 2 share

Bands & pricing to be confirmed soon.

Lynelle Titcume
CMC Tours & Events coordinator
Phone: 0422 513 256
Email: lynelle@ticauto.com.au



CMC - Route 66 Tour - 2017

Come and join us on Route 66 – August 2017 – 25 days-24 nights coach tour from New York starting on 11th August to Los Angeles, taking in Niagara Falls, Detroit, Woodward Dream Cruise, Route 66, Grand Canyon, Las Vegas & Los Angeles

Visiting museums, local city tours, and everything in between.

$8398 per person twin share – single supplement $3100. If you are single and want to share we might be able to find someone!

If you are thinking about joining us please return this form by email or ring me for snail mail.

PLEASE let us know whether you're thinking about coming as soon as you can.

Thanks.

Name/s: _____

Address: _____

Suburb: _____ State: _____ Post Code: _____

Phone: _____ Mobile: _____ Email: _____

For more information please contact Lynelle tic@ticauto.com.au or Mobile 0422 513 256.

I will forward details as they become available.

Lynelle Titcume

CMC Committee - Tour Coordinator.

Self Drive options are being investigated.

For more information please contact Lynelle tic@ticauto.com.au or Mobile 0422 513 256.

I will forward details as they become available.

Lynelle Titcume

CMC Committee - Tour Coordinator.



Lynelle is always looking for new ideas for tours. Please feel free to contact her if you can contribute.

CMC – USA Route 66 2017 – Newsletter 1

Welcome aboard the first Council of Motor Clubs newsletter for the USA Route 66 tour happening in 2017.

Some people have already expressed their interest and paid a small deposit; thank you. Some are still waiting for more details. This Tour is still evolving and is looking fantastic!

The Expression of Interest form appears n the previous page in case you know anyone who wants to join us on our adventure!

Here is what we have so far:

First Night in New York is Friday 11th August 2017

Tour is going to be 25 days - 24 nights – including bed & breakfast and a couple dinners – entry into many attractions along the way. Still researching to see if we can include a Racing event along the way.

$8398 per person twin share – single supplement $3100. If you are single and want to share we might be able to find someone!

Attractions include: (Keep in mind still evolving!)

New York - 3 days visiting attractions and exploring, Niagara falls - including sightseeing cruise, free afternoon to visit other attractions, Dearborn – Detroit, Woodward Dream Cruise, the Ford Piquette Avenue Plant, Motown Museum and time to see other attractions, Chicago – sightseeing tour, free time to explore and an Optional Gangster Tour, Route 66 Hall of fame Museum, Abraham Lincoln Museum, Gateway Arch, Kemp Auto Museum, Well Rogers Museum, heaps more museums, Cadillac Ranch, Grand Canyon, Las Vegas just to mention a few things!!!!

Has anyone heard of somewhere or something that we can research and maybe include?

Airfares are approximately $2,000 per person. Some people may want to travel as a group to be in New York on this day, but some may want to trip around before or after the tour, this is great, enjoy while you are in USA. I will add another information page when travelling gets closer.

This tour is filling fast, if you have not already paid a deposit can you please forward your $200 per person deposit as soon as possible to:

CUA : L & J Titcume

BSB: 814 282

Account number: 31065342

Any questions at all, please do not hesitate to email or give me a ring.

Keep Motoring

Lynelle Titcume

CMC – Tour Coordinator

tic@ticauto.com.au

M: 0422 513 256

Guidelines for Club Committee Hand-over & How to Download Minutes & Magazines

These details should be kept with your Club Secretary or Public Officer and handed to the new Committee following your AGM or at a time immediately following any committee changes.

The Committee of the CMC has identified some issues around club contact details, which are stored on our database, as being incorrect. This means some emails aren't getting to some of our clubs.

If you aren't getting emails from us it's possible that your details are incorrect OR your computer is treating our emails as SPAM. To overcome this, you need to check your **Junk Mail Folder** and if you find an email in there from us you will need **to right-click on the message**, then click on **Junk Email** and select **Add sender to safe senders list,** this should overcome the SPAM issue.

We are aware that at the time of the CMC affiliation renewal each year (31st December), your club's details may well be correct. However, your contact details and / or the details of your Executive Committee may change during the year for various reasons.

In order to assist your club with handover to a new committee, or Public Officer we offer a few suggestions below.

We sincerely hope that your kind assistance with this issue will alleviate some of the discrepancies, which appear each year in our records, and will allow us to keep you informed of important issues in a timely manner.

In order that RMS records for your club are kept up to date, the Council suggests that the details regarding any Executive Committee changes should also be advised to the Roads & Maritime Service as soon as possible***. (This service has been relocated from Grafton. Please call the RMS or visit their website for details)***. This is especially important if your club has vehicles on HCRS. Failure to inform them may result in an application for registration being refused.

You must also advise NSW Fair Trading ***(13 32 20)*** of your Public Officer and/or address changes.

Guidelines

Note: Affiliation Renewals are due on 31st December each year.

As soon as possible following any changes, we would ask that you notify changes of the following to the CMC at cmcsec@bigpond.com

Executive Committee	Contact Details
President Vice President Treasurer Secretary / Public Officer HCRS Registrar	First point of contact. i.e. one email address only, or postal address. Website address (if you have one). Email & phone contacts only, for one or two delegates who will attend CMC general meetings.

HOW TO DOWNLOAD MINUTES FROM THE WEBSITE

Please note the minutes are not usually on the website until 14 days following a General Meeting.

Instructions on how to download minutes from the website are as follows:

Go to the Website: at **www.councilofmotorclubs.org.au**

Select: **"Document Centre"** then **"Minutes"**

HOW TO DOWNLOAD THE MAGAZINE FROM THE WEBSITE

Go to the Website: at **www.councilofmotorclubs.org.au**

On the front page you will see **"The Preserve - click here >>>>>**

This will open the magazine and you can read it on line or save it to your computer.

If you have any problems with these procedures please contact the Secretary, Julie Williams, at cmcsec@bigpond.com

or call 0409 161 357.



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